(b) and (c) Do not arise.

Rescheduling the timing of Tapaswini Express

1796. SHRI SANATAN BISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to rescheduling the timing of Tapaswini Express and Nizamuddin (Hirakund) Express, there was Rail Roko Andolan in Western Part of Orissa; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. There was "Rail Roko Andolan" for cancellation of extension of Hirakund Express to Bhubaneswar. However, there was no "Rail Roko Andolan" against the rescheduling the timings of Tapaswini Express.

(b) On 28.1.2000, the followers of Sanskrit Samaj obstructed train No. 8407 Up (Nizamuddin Express) at Sambalpur Road railway station. On the same day, followers of Kaushal Bhumi Mukti Sangathan obstructed the said train at Sambalpur railway station. They also launched a "Rail Roko" between Hirakund and Godbhaga railway stations on 7.2.2000.

Decrease in Transportation by Railways

1797. SHRIMATI CHANDRESH KUMARI:
SHRI SURESH KALMADI:
Will the Minister of RAILWAYS be pleased to state:

(a) whether the transportation of coal, cement, steel and iron ore by the Railway has decreased over the last two years;

(b) if so, the main reasons for it; and

(c) whether the Ministry has any plan to negotiate with these sectors to retain and increase the transportation of the above sectors?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Figures of loading of coal cement, steel and iron ore for the period April-January of the years 1997-98, 1998-99 and 1999-2000 are given below:—

Revenue freight loading

(in million tonnes)

Commodity	April to January		
	1997-98	1998-99	1999-2000
Coal	171.36	162.42	170.99
Cement	30.52	29.07	35.26
Steel	9.52	8.78	9.47
Iron Ore	40.68	39.34	40.87

From the above it is seen that during April-January, 1999-2000, a positive growth over last year has been witnessed in movement of all commodities including coal, cement, steel and iron ore. However, movement of coal and steel has been slightly lower than the loading achieved during April-January, 1997-98.

(b) Cyclones in Orissa, imports of coal and recession in steel industry has been responsible for the shortfall in loading level of coal and steel during 1999-2000.

(c) Ministry of Railways is maintaining continuous and close liaison both with the rail-user organisations as well as the concerned Ministries / Departmets for maximising movement of traffic by rail. Also close monitoring is being done both at the field level as well as at the Railway Ministry level to ensure smooth movement of freight traffic. Besides this, aggressive marketing strategies have been adopted by Railways to give support to rail traffic demand to increase the quantum of rail freight traffic.

Facilities at Balamau Junction

1798. SHRI SURYABHAN PATIL VAHADANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received two representations from passengers of Balamau Junction regarding quota of four berths each in 4275 UP and 4265 UP trains and stoppage of 4307 and 4308 trains;

(b) if so, the action taken thereon;

(c) whether Government also have a proposal to open proper enquiry system at the Balamau Junction and ticket booking windows on the other side of the station;